

# THE RIO NEWS.

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VOL. VIII.

RIO DE JANEIRO, NOVEMBER 5TH, 1881

NUMBER 31

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—25, Rua do Marquês d'Avares  
JOHN C. WHITE,  
Chargé d'Affaires.  
BRITISH LEGATION.—No. 135, A., Laranjeiras.  
EDWIN CORBETT,  
Minister.  
AMERICAN CONSULATE GENERAL.—No. 20, Rua do  
Visconde de Inhauma.  
THOMAS ADAMSON,  
Consul General.  
BRITISH CONSULATE GENERAL.—No. 30, Rua de  
S. José.  
GEORGE THORNE RICKETTS,  
Consul General.

## CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Evaristo da Veiga. Services  
at 11 o'clock, a. m., every Sunday.  
FREDERICK YOUNG, M. A.,  
Residence.—Ladaria do Sd. Laranjeiras. Chaplain.  
PRESBYTERIAN CHURCH.—No. 15 Travessa da Boreira.  
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,  
p. m., every Sunday; and at 7 o'clock p. m., every  
Thursday.  
METHODIST CHURCH.—English services temporarily at  
the residence of the pastor, No. 41, Rua Santa Chris-  
tina, at 11 a. m., Sunday.  
J. J. RANSOM, Pastor.  
J. L. KENNEDY, Ass't. Pastor.  
Pastor's Rooms in the City,  
No. 48, Rua do Ovidor, 2nd floor.  
SAILORS MISSION.—103, Rua da Saude; 3rd floor. Ser-  
vices at 2 p. m. every Sunday.  
FRANCIS CURRAN,  
Missionary.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at  
No. 71, Rua Sete de Setembro, Rio de Janeiro.  
JOÃO M. G. DOS SANTOS,  
Agent.  
IGREJA EVANGELICA FLUMINENSE.—No. 44, Trav-  
essa das Parilhas. Services in Portuguese at 10 o'clock,  
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p. m., every Wednesday. Sunday school at 4:30 p. m.

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31-106

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31-3

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## EXPORT DUTIES ON COFFEE.

We are glad to note that the gentlemen in charge of the coming exhibition of Brazilian coffee in this city have so far adopted our suggestions as to secure samples of the foreign product for a comparative exhibit. Incomplete as this competitive exhibit must necessarily be, owing to the brief time in which to secure samples and to their purchase in the market rather than their acquirement from bona fide exhibitors, or producers, as will be the case with the Brazilian product, it will still be an incalculable improvement upon the original project of limiting the exhibit to Brazilian coffee alone. As we have before stated there can be no real value in a domestic exhibit unless it can be used to improve and cheapen production; and one of the valuable means to this end is a comparison with the foreign product.

In connection with this comparison of products, which should be made on equal terms and between similar grades, there should also be a thorough and honest comparison of methods of production and preparation. The chief value of this comparison will lie in the material aid which it will give to the planters themselves. For them it is not enough to see the two products side by side and to note the comparative sizes and appearance of the berries. They will need know also the conditions under which the foreign products are produced: the climate, altitude, soil, cultivation, quality and kind of labor, preparation for market, and average cost of production. If the planter can learn all these facts while holding the product itself in his hand, he will then be able to determine the relative standing of his own product, and to decide just where his chief efforts must be directed in order to overcome competition. From the haste with which the exhibition of the 10th instant has been organized, and from the crude conception of the subject at the outset, it is probable that all this valuable information will not be forthcoming this year, but still there will be much value in what has been accomplished, and more in the better appreciation of the real value of the enterprise. And then, when next year's exhibition takes place we shall hope to see such a mass of information about the methods and costs of foreign production as will fully meet the needs of the Brazilian planter.

Another question which should claim the attention of coffee planters and merchants is that of the purely artificial costs of production, the first of which is that of export taxes. Beginning with the municipality this product is taxed at every step until it is shipped and cleared for a foreign port. The church taxes it, the municipality taxes it, the province taxes it, and then the general government taxes it. Add to that the excessive transportation charges, and the many charges and commissions which it encounters in the port of shipment, and it will be seen that an enormous percentage of the proceeds are swallowed in the purely artificial costs of placing the product on the market.

We have again and again urged the re-

duction of some of these charges and the total abolition of the others, and in this we have been cordially supported by many of the most influential journals of the empire. Thus far, however, no steps have been taken to lighten the burdens which are imposed upon this industry; on the contrary, new taxes are being levied constantly, and the revenues of the country are becoming more and more dependent upon it. The inevitable result must be—as it has been in the case of other products—that these various burdensome taxes will not only be a fatal hindrance to Brazilian competition in consuming markets, but they will eventually render the industry so unprofitable that planters will be compelled to abandon it altogether.

We have before urged the abolition of export duties on the basis of their being contrary to the well-established laws of economic science. In so far as they are a tax upon the producer, just so far do they lessen his profits and decrease his ability to compete in the open market. And in another sense, which we have not before discussed, they are highly unjust and discriminating, as well as economically wrong. Nominally the tax imposed upon coffee exported from Rio de Janeiro is 13 per cent, but in reality no such percentage is paid. This tax is imposed upon an arbitrary official valuation for the week, and is uniform for all grades. Applying the specific rate, as derived from this percentage upon a fictitious average valuation, it will be found that the actual duties paid are widely different from the imaginary one imposed. To illustrate this fact, let us take the paula, or official average valuation, for the week beginning October 24, and the actual market quotations of that day for the several grades. The paula for the week was 373 reis per kilo, or 38730 per 10 kilos. Thirteen per cent on this valuation gives 485 reis, which is the specific duty upon 10 kilos. Applying this rate to the current quotations, and tabulating the results, we have the following:

Quotations and percentages of export duty on coffee shipped from Rio de Janeiro during the week beginning October 24.			
Paula, 373 reis per kilo.	Duty on 10 kilos at 13 per cent., 485 reis.	Current quotations.	Duty.
Washed,.....	48500 a 58900	485 rs.	11.55 a 8.22 per cent.
Superior.....	5 000 a 5 200	9.70 a 9.33	
Good 1st.....	4 350 a 4 450	11.15 a 10.90	
Regular 1st.....	3 850 a 3 950	12.60 a 12.48	
Ordinary 1st.....	3 400 a 3 550	14.26 a 13.66	
Good 2nd.....	2 850 a 3 050	17.02 a 15.90	
Ordinary 2nd.....	2 450 a 2 550	19.80 a 18.30	

It will be seen from this table that the actual duties paid on coffee range from about 8 per cent. to 20 per cent.—the high rates falling upon the lower grades. If an equal quantity of each grade were sold, the

high rates would be balanced by the low ones, and the exporter, or producer, would be subjected to no injustice—the average rate being about 13 per cent. But as the low grades make up the greater part of the export, it is manifest that an average rate of over 13 per cent is paid. And then, inasmuch as the low grades of coffee are produced and marketed at the same cost, it is clear that they are compelled to bear more than their share of the burden. From this cause those districts which naturally produce the lower grades, and those which have been visited by drought, disease, or any hurtful influence, are further punished by this discriminating tax.

It must be admitted that, if the export duty is to be continued, there is no apparent remedy for this discrimination. The only remedy—and it is demanded alike by the economic requirements of the country and by the just and equal imposition of the burdens of taxation—is the total abolition of the whole system. A tax which works so great discriminations must be inherently wrong, and should have no place in the laws of any country. The injustice which it occasions, and the losses which it causes, can not be balanced by the revenues which are derived from it, and it becomes therefore a matter of economic policy as well as of justice to suppress it in every form and feature.

## INSURANCE OF GOODS FOR PARÁ.

Lloyd's Agent at Pará, writing under date of Aug 11, states:—"It is my duty to report that great additional risk is incurred by the underwriters on goods to this port, owing to their long detention in lighters and exposure to weather before getting discharged at our custom house. The accommodation in said custom house is insufficient for the goods arriving at this port, and the government has neglected, and is not yet preparing to meet the rapidly increasing trade of the province. Vessels with cargoes for this port are subject to extraordinary demurrage and expense in lighterage. In order to get a turn at the only custom house wharf existing, where every package has to be hoisted by a single crane, ships are obliged to put their goods into unsafe lighters, sometimes a fortnight before they can be discharged. Consequently, in many instances, the damage occurring to goods happens whilst they are in the lighters awaiting their turn to get discharged. Underwriters should therefore be prepared for greater risks in particular average on goods coming to Pará, until larger bonded stores be provided by government, or private people be allowed to hold them, in Pará."

A new submarine cable, the most northerly in Europe, is to be laid between **Lisbon**, in **Calitness**, and **Iceland**, passing by the **Faroe Islands**. The chief office in Iceland will be at **Reikjavik**, and the line will connect with **Stappen**, the chief town of the **Vester-Amt**, and with **Madruvel** in the **Norder-Amt**. The estimated cost of the cable, the plans for which have been prepared at **Copenhagen**, is about **£ 260,000**.

The return of wild animals killed in the **Madras Presidency** during 1880 shows that altogether 1,288 wild animals were slain, for which rewards to the amount of 16,579 rupees were paid by government. The animals comprised 130 tigers, 620 leopards, 136 cheetahs, 121 bears, 34 wolves, 104 hyenas, and 139 other animals. The number of persons killed was—7 by elephants, 108 by tigers, 44 by leopards and cheetahs, 5 by bears, and 59 by other animals; whilst the deaths of 1,182 persons were attributed to snake-bites. The number of cattle killed was 8,894, of which tigers accounted for 2,795, leopards and cheetahs for 3,303, bears for 8, wolves for 1,871, hyenas for 83, and other animals for 607; whilst 227 head of cattle fell victims to snakes.

## THE ELECTIONS.

Although the results of the general elections on the 31st ultimo have been only partially received, enough is known to warrant the conclusion that the present government has received several serious checks, and is even threatened with defeat. Two ministers, the minister of foreign affairs and the minister of empire, have suffered defeat, and have accordingly resigned their portfolios. The minister of war has not yet heard from his Planhy constituency, while the minister of marine has been re-elected in Minas by a large majority. A large percentage of the candidates elected on the 31st are conservative, and another large percentage of those having only pluralities, and who must undergo another battle, and in this sense belong to the anti-party. Among the conservative candidates several of the best men in the party. This result is the first instance of the kind in the political history of Brazil, the elections being the first and almost unanimously in favor of the military. The result is therefore a severe blow to the honor of the civil party, and the minister abstaining from interference. The most unfortunate result of the whole election, however, and one which will be widely regretted, is the defeat of the Hon. Mr. Rodrigues Alves, the first citizen of this city—a result which will deprive the country of one of its ablest and most energetic statesmen. It is determined that the Hon. Mr. Rodrigues Alves will not be a candidate in the next election, and it is probable that he will retire from public life at this time.

## THE ABOLITION OF SLAVERY.

On the 1st inst. an official sale of slaves is to take place at the "Alameda" slave mart in which the *Alameda* *ingenuos*, varying in age from two months to seven years, are to be sold in public auction. Under the law of September 28, 1871, these children are nominally free, though their masters have the right to their services until they reach the age of twenty-one years. This right, however, has been quietly stretched to include the right of property in such children limited only by the period fixed by law, and under this interpretation the master assumes the same powers of control and sale as with his older slaves. In such a state of affairs it is difficult to determine just what benefits this law is conferring upon the free born children of slave mothers. Nominally they are free; but practically they are sold in the open market. And besides, they are sold by government officials, after due advertisements, in cases where they are placed under judicial control through death, bankruptcy, or other similar cause. The exercise of this right by the judicial authorities implies a corresponding procedure on the part of private individuals by whom *ingenuos* can be bought and sold without let or hindrance. This certainly could not have been the intent of the author of this law, nor can it be the interpretation of any intelligent man to-day who honestly desires the just enforcement of the law and the final extinction of slavery. The custom as now practised by slave-holders, and legalized by judicial authorities, is clearly an infraction of the spirit if not the letter of the law, and is unequivocally a damning disgrace to the country. There can be no condemnation too severe, no denunciation too scathing in convicting it of perjury and oppression before the world! What excuse can be urged in its behalf? A child only two months of age, still clinging to its mother's arms, is advertised for sale in the leading newspaper of the country, with an official valuation of 158,000 placed upon its services! What services? Can such a child render services upon which a valuation may be placed? or, are the planters and courts of Brazil speculating upon its future life and limb as the slave-

dealers once did? Is this the mounted desire for an abolition of which we hear so much? Is the law of free birth? And is it an honest execution of the law which has been promised before the world, and which has been so recently used to check the adoption of any other measure more radical than itself? We have been called attention to this shameful practice, but the government has simply turned a deaf ear to every appeal.

"O governo não cogita dessa questão," says the cabinet—and the accused traffic goes on unhindered! These will be the reckoning for all these crimes, and it will be a reckoning for which this country will pay with tears and blood, and bitter humiliations. It will be easier to do this than to meet the penalties of our laws.

The following is a translation of the new sanitary regulations for the port, which were put into effect on the 1st inst. and which are to be observed by all vessels entering the port, and by all vessels which will be destined to one of the anchorages of vessels, posted in a quarantine of vessels, and the other of the vessels subject to quarantine.

ART. I.—The anchorage of vessels will also mark out, in accordance with the referred captain, the special anchorage for those vessels which, now actually anchored within the bay, ought to remain in quarantine, in order to avoid infection of other vessels. This anchorage will be marked out by the signal (see sign).

ART. II.—The vessels retained by sanitary authority can not have free communication unless conceded by the same authority.

ART. III.—The sanitary interdiction exempts the vessels from the jurisdiction of the Rio custom house and of the captain of the port, which will only be able in such case to intervene for the efficacious and continuous fiscalization of the said vessels and the observance of these instructions in that part which depends upon their aid.

CAP. II.—FOR THE SANITARY VISITS.

ART. V.—There shall be two sanitary visits which will be made by assistants of the inspector: an external or for vessels entering, and an internal or for vessels anchored.

ART. VI.—All vessels national or foreign, mercantile or of war, will be subject to a sanitary visit on the occasion of entering.

Section 1.—There will be exempted from this sanitary visit the vessels which navigate regularly between ports of the province of Rio de Janeiro, the fishing boats, and revenue cutters.

Sec. 2.—The inspector of health will be able, however, to subject the vessels excepted to sanitary visit whenever it shall be deemed desirable.

ART. VII.—As soon as any vessel anchors, or yet under sail, the assistant on service shall proceed to her with the end of making a sanitary visit, which shall begin with a verbal examination in which will be made the inquiries deemed necessary for an elucidation upon the sanitary condition of the said vessel.

ART. VIII.—If the statements obtained be satisfactory the assistant will enter the vessel, seek to verify the exactness of the replies which have been given to him, examine the vessel's compartments, advise the necessary precautions, and inscribe in the bill of health, if she be clean, the vice needed in order that the vessel have free communication.

The visit terminated, the assistant will deliver the certificate of it to the captain or commander, cautioning him that without the presentation of this document no bill of health can be given to him for clearance, and causing him to sign the *folio* of the certificates as proof of the said delivery.

ART. IX.—If the statements be not satisfactory, if he shall have suspicion of an infectious disease on board, or if the vessel shall not have brought a bill of health not only from the ports of the empire at which she has touched but also from the last foreign port, the assistant will not go on board, and will order that the vessel proceed to the anchorage of observation and hoist the yellow flag; this he will at once communicate to the assistant for internal visitation, giving also without delay information of the occurrence to the inspector of health of the port.

ART. X.—There will then be taken the precautions which the case requires, and the assistant for internal visitation will proceed to the vessel and seek to verify whether there have been or are cases of infectious disease on board.

ART. XI.—In case there have been cases of infectious disease on board the assistant will order the disinfection of the vessel, which will afford the best vehicle of contagion, the cargo of these by lightermen, and the complete disinfection of the vessel, a period being marked for the fulfillment of these provisions.

The said period ending, the same assistant will proceed to a new visit, and, if it be verified that the provisions have not been executed, he will fine the vessel and mark a new period.

He will afterwards concede free communication if the last case of infectious disease shall have occurred not less than 10 days before that of entrance, and if the vessel shall have remained in the anchorage of observation for the time which the inspector shall determine.

If during the referred periods there shall occur any case of the same disease on board, the disposition of the vessel will be the same as in the first case. If the regulations with respect to infectious disease, the assistant will order the vessel to proceed to the anchorage of observation, and the remaining passengers to that of quarantine, leaving on board only the sailors indispensable for the service of the vessel and effecting the disinfection.

ART. XII.—Will order the cargo which shall be deemed most susceptible, to be transported in open or covered lighters to where it can be conveniently aired and disinfected.

3rd.—Will order the hatchways to be opened, the order of storing the remaining cargoes to be changed and disinfected them, and the hold and other compartments to be washed, employing in this service persons on board and from shore, the necessary cautions being observed.

ART. XIII.—The relative expenses which are incurred by Arts. 11 and 12, will be carried to the account of the vessel.

ART. XIV.—At the end of effecting the service of which Art. 12 treats, the vessel will go to the quarantine anchorage where she will be visited at any time that the inspector may deem convenient.

ART. XV.—Free communication will be granted to the vessel and permitted to the passengers to go on shore and into the city, the period marked for the quarantine, both of the first and the second, having expired and the absence of any contagious disease on board and in the *lascar* being verified.

ART. XVI.—If the statements obtained by the assistant on the occasion of the external visit be satisfactory, but the vessel shall not have a bill of health, she will be sent to the anchorage of observation and, the assistant for the internal visit having been advised, he will go on board to examine her hygienic conditions.

ART. XVII.—In case such conditions are good, the assistant will give free communication to the vessel after imposing upon her the fine marked in Art. 32 of these instructions, the notice of which, dated and signed, he will present to the commander or to whom shall be in his place.

ART. XVIII.—The sanitary interdiction will be further applicable, in the judgment of the inspector, to vessels which bring cases of transmissible disease, although not contagious, carrying out in such case the precautions indicated in the preceding articles with the alterations compatible with commercial interests and the degree of contagiousness of the disease.

ART. XIX.—Every vessel will be declared suspected, when coming from an infected port, and the place of departure will be considered as infected when there prevails in it, on the occasion of the ship's departure, any contagious disease.

The port will also be held as infected in which there have appeared cases of contagious disease a short time before the departure of the vessel, viz., not less than 10 days for cholera morbus, 20 days for yellow fever, and 30 days for the Asiatic plague.

(to be continued in our next.)

From The Grower, New York, August 20.

THE COFFEE AND SUGAR PRODUCING COUNTRIES.

MALABAR.

The production of coffee on the Malabar coast must be very considerable, for British India itself, with a population of 240,000,000 inhabitants, 41,000,000 of whom are Mohammedans, find of coffee, must be a great consumer of it. Yet India manages to export besides on an average 17,000 tons annually from the main land. The bulk of this goes to England. There are, it is true, several localities growing good coffee in India like, for example, Sangar and Nerhadda, Mitgapore, Daeca and other places in Bengal, Chota, Nijapore and Travancore.

Malabar is a province on the west coast of Southern Hindostan, lying between those of Canara and Cochín. It was ceded to the British in 1792, on the termination of the war with Tippoo. The land is well cultivated and there are many forests. Oxen

and buffaloes are numerous, but of the native size, and common poultry are in abundance. The whole coast, on the northern part of this province to the south, the extreme of Hindostan, is called the coast of Malabar. The names are divided into castes or tribes, while the principal and most remarkable are the Nairs, who rank next to the Brahmans, and form the militia of Malabar, directed by the Brahmans, and governed by rajahs.

Since the Sepoy rebellion the British have made a splendid colony of India, if it can be called a colony, for it is a vast empire of itself and a source of enormous profits to the merchants, financiers, manufacturers and ship-owners of Great Britain. While this is the case, the latter rules the country with a liberal, tolerant spirit; families, which periodically visit India, have lost their sinister significance under British rule, for 8,215 miles of railroad traverse the great peninsula in all directions, affording of conveyance in two months 700,000 tons of breadstuffs, whenever a dearth of food is imminent, as was done a couple of years since when a calamity of the kind was at hand.

Where but a century ago petty princes were carrying on war against each other almost incessantly, and anarchy was chronic wherever the British flag did not wave, there is now a quiet, laborious population, secure in its property. These results are due to the enlightened spirit which animates British statesmen with respect to this favorite possession since the bitter experience of the Sepoy rebellion. Able men, trained in and for India, manage civil and military affairs, receiving their watchword per cable from the government seat, in London, and the best men obtainable are selected for the delicate office of Viceroy.

And whatever the British undertake in India pays; thus the receipts of railways in 1878 were £10,404,753, and the expenses only £5,206,938. The post office forwarded in 1878 115,089,336 letters and 10,999,758 newspapers, the receipts being £833,356, and the expenses £768,584. There are in operation 18,210 miles of telegraphs; their length of wire is 42,687 miles, and length of cable 109 number of telegraph offices, 239; number of telegrams sent in 1878, 1,431,452; number of postoffices, 4,107.

## MARITIME MOVEMENT.

Flags	Entries— vessels tonnage	Departures— vessels tonnage
British.....	1,881 2,157,155	1,972 2,198,225
Indo-British.....	1,572 219,786	1,444 198,988
Foreign.....	777 393,913	749 378,081
Coasting craft.....	1,123 108,795	2,027 104,436
1877-78.....	6,353 2,877,649	6,184 2,876,730
1876-77.....	6,376 2,791,884	6,388 2,842,158
Imports.....	1877-78.....	Exports.....
Merch'dise 414,000	378,000	652,000
Specie.....	173,500	705,000
	221,000	392,000
	588,500	448,500
	674,300	649,000

The Indian debt amounted in 1878 to £146,634,770. The late war in Afghanistan of course added considerably to the debt, but the resources of the country are such that a few years of quiet and prosperity easily overcome financial short-comings, and the credit of India in London is as good as that of any other British colony, despite the magnitude of indebtedness.

As prosperity and railroads expand in the peninsula, the cultivation of leading products is further developed. Cotton, coffee, sugar, tea, hides, silk, indigo, jade, wheat, rice, skins, opium, saltpetre, linseed, gold, and a hundred more products are turned out in increasing quantities as the railroads penetrate into the interior and reach the mountain districts. Tea and wheat have in a few years become great staple products; coffee and sugar production is capable of great and rapid extension.

In fact, in India all the elements for almost boundless expansion are to be met with together—the spirit of enterprise of the English and of native merchants, a fertile soil, fine means of conveyance, an enormous sea coast, a good geographical position and cheap and abundant labor; the latter in many branches quite skillful. That under such circumstances India should daily become more valuable as a colony, now so much nearer through the Suez Canal, is clear. The foreign policy of Great Britain has, therefore, India for its pivot to turn upon, all other considerations being of a secondary nature, for everybody in England feels that the loss of India would be the fall of British Empire and precipitate a material as well as moral decline which could never be recovered.

According to the last annual financial statement of the colonial treasurer, the revenue of the British colony of Victoria, Australia, for the last financial year amounted to £5,115,000, and the expenditure to £5,109,000. The actual deficit at the end of the financial year amounted to £510,000, including the balance of the previous year. Sir Bryan O'Loughlin estimates the revenue for the current financial year at £5,240,000 and the expenditure at £5,298,000, but expects an eventual surplus of £30,000. No fresh taxation would be introduced. The treasurer added that the new loan included £2,500,000 for the construction of railways, and that the profit on railways during the past year amounted to £750,000.

## PROVINCIAL NOTES.

—The public debt of the province of Ceará amounts to a total of 215,360\$, the rate of interest varying from 6 to 10 per cent.

—The export of maté from the province of Paraná during the fiscal year 1879-80 amounted to 26,635.7 tons. The greater part was exported from the port of Antonina.

—The *Fluminense*, of Niterói, of the 23rd ult., announces the assassination of one Thomas Francisco Torres Quintanilha in the parish of Boa Morite. The assassin was unknown.

—The *Provincia de São Paulo* of the 26th ult. publishes the opinion that the drought and great heat has caused so much injury to the coffee orchards in blossom that the next crop will be greatly diminished.

—An assassination took place on the night of the 20th ult. in the parish of S. Sebastião da Pedra d'Anta, Rio de Janeiro, by which a *subdelegado* of police, Horacio Ferreira Maciel, was killed by some person unknown.

—An assassination took place near Murundú, province of Rio de Janeiro, on the night of the 20th ult., a Portuguese merchant named Joaquim da Costa Sarmiva Sobrinho being shot while trying to apprehend a chicken thief. The assassin made his escape.

—A naked boy baby, just beginning to walk, was picked up in a street of Pará the other day, and the police had to advertise for the parents to call for him. In case the parents are not found, would it not be well to clothe the little stray with a cap, belt and whistle, and make a policeman of him?

—A telegram from Pantano, on the Leopoldina railway, on the 25th ult., announces the assassination of an overseer on the plantation of the Srs. Teixeira Leite near that place. There are some 300 slaves on the plantation, and affairs were represented as in great disorder.

—The September receipts of the Rio Grande custom houses were as follows:

Rio Grande .....	218,668.499
Porto Alegre .....	150,693.712
Uruguayana .....	95,353.086
Pelotas, <i>meça de renda</i> .....	27,057.633

—The Rio Grande provincial government has advertised for proposals for the navigation of the Rio Uruguay from S. Borja to Santo Isidro. The service must be for not less than six round voyages each year, for which the province will pay an annual subsidy of 6,000\$. Proposals will be received up to the 5th of December.

—The provincial budget adopted by the Minas provincial assembly estimates the receipts for 1882-83 at 2,806,040\$ and authorizes an expenditure of 2,796,953\$814. The export tax of 3 per cent. is estimated to produce 100,000\$, that of 4 per cent. (coffee) 900,000\$, and that of 6 per cent. 250,000\$. The appropriations for public instruction amount to 790,880\$.

—The *Optimista Liberal*, of Campinas, S. Paulo, is informed by one of the most important planters in that vicinity that the next coffee crop has been greatly damaged by the long-continued heat and drought. The next crop in that municipality, and in those adjoining, will be very light. Nearly all the first blossoms were killed, and if the drought continues, the last blossoming will suffer the same disaster. Reports from the province of Rio de Janeiro complain of the same results.

—Through information lodged with the police authorities by an ex-clerk, a seizure of contraband goods was made in the warehouse of Hermann Lundgren, the Swedish consul at Pernambuco, on the 21st ult. The contraband consisted of silk umbrellas and parasols, silk goods, flannel shirts, boots and shoes, and several other classes of goods, all of which were deposited in the police department. The seizure attracted a great deal of attention, and excited considerable feeling against the accused.

—We are credibly informed that the postoffice at Pará is one of the worst managed public departments in all Brazil—and that means a great deal. There are frequent complaints of the loss of newspapers and letters, of delays in delivery, and of the grossest blunders in assorting and delivering mails. And all this is due to the lack of a very little common sense—just enough to devise a few pigeon-holes and the simplest system of assorting mails by letters of the alphabet, or by the country whence they came.

—One of the workmen sent to put up the Roccos lighthouse recently returned to Pernambuco with the scurvy. Of the four remaining on the islands two were suffering from the same malady, and others of the force were afflicted with ophthalmia caused by the intensity of the sun. This workman complains of the bad quality of the food furnished them, of the lack of medicines, and of neglect. They were four months without communication with the outside world, and their chief engineer did not return according to promise.

—The population of Rio Grande is estimated at 16,000.

—There is a great scarcity of small change in the Pará money market.

—The sessions of the Minas provincial assembly closed on the 22nd ult.

—The balance in the Pará provincial treasury at the end of September was 1,360,446\$977.

—The number of cattle killed in the public slaughter house of Pará during the month of September was 1,924.

—The September receipts of the Pará provincial postoffice were 4,047\$670, against 1,203\$380 in the same month of 1880.

—The Minas provincial budget authorizes the president of that province to expend the sum of 60,000\$ in aid of colonization.

—The Amazon provincial assembly closed its sessions on the 30th September. The desired anti-slave traffic act did not become a law.

—The lightship service in the Bragança channel at Pará is said to be very bad. Vessels destined to that port can not exercise to many precautions.

—The new provincial budget of Minas Geraes fixes the impost on gold at one per cent, on all taken from the mines, the tax to be levied on a base of 1\$000 per gramme.

—The Minas budget authorizes the president of that province to make contracts with any railway within its limits to collect the taxes on salt and an exports, the commission to be paid to not exceed 4 per cent. of the amount collected.

—The *Diário*, of Pernambuco, has announced its purpose to insert no more advertisements for runaway slaves. Bravo! The list of journals who now are taking this step, will one day be a roll of honor than which none will be higher in all Brazil.

—An abolition club was organized at Pelotas, Rio Grande do Sul, on the 16th ult., on which occasion 9 slaves received their freedom through the club, and 5 through the voluntary act of private individuals.

—We see by the Pará papers that the superintendent of the postoffice there has called for an additional force of assistants. The office now has twice as many as are need. More will be simply multiplying incompetence. The only thing needed is a head with a brain in it.

—In noting the judicial liberation of a slave woman named Margarita, who belonged to one Maj. Alexandre Telles de Menezes, of Laranjeiras, Sergipe, the *Gazeta* of Aracaju says that every effort was made by the master to prevent it. The woman had deposited her savings fund, and demanded a judicial valuation—which was fixed at 550\$. Menezes then pretended that a friend had offered 800\$ for the woman, but the judge refused to consider the statement. Menezes is well known for the cruelty with which he treats his slaves. The body of the poor woman, Margarida, was literally covered with cuts and scars and other signs of brutal punishments.

—An official report recently published in the *Correio do Rio Claro* shows the following movements of the slave population in the municipality of S. João do Rio Claro between Sept. 30, 1873, and June 30, 1881—a period of eight years and three months:

	male	female	total
Matriculated, 1873.....	2,498	1,684	4,182
Registered entries.....	1,393	845	2,238
Departures.....	433	299	732
Deaths.....	426	239	665
Emancipations:			
By fund.....	11	15	26
By voluntary gift.....	41	63	104
By compulsion.....	10	11	21
Totals.....	62	89	151
Slave population, 1881.....	2,980	1,872	4,852
Increase.....	482	188	670

## RAILROAD NOTES.

—A new tramway line is soon to be laid in Campinas, running to the Campo das Gamelleiras.

—The formal opening of the Belém do Descalvado extension of the Paulista railway will take place on the 6th inst.

—The August receipts of the "Bahia do S. Francisco" railway amounted to 30,618\$980, and the expenditures to 43,344\$460, leaving a deficit in running expenses of 12,725\$480.

—The formal inauguration of the Linóioiro railway (the Great Western of Brazil Railway, Limited), took place on the 24th ult., and the line is now opened to regular traffic from Pernambuco to Linóioiro.

—A provincial law of Minas Geraes—No. 2776, of the 19th September—increases the kilometrical subvention authorized by Law 2,614, of 7th January, 1880, by the sum of 1,000\$, the government contracting to provide for the construction of a highway between Entre Rios and Carandaby within the period of six months.

—By a legislative act of the 1st ult. (No. 2,790) the provincial government of Minas Geraes concedes an interest guarantee of 7 per cent. upon the projected Aventureira railway. The maximum of capital is fixed at 780,000\$. The road is to have a gauge of one meter, and must be completed within two years from the beginning of work. The guarantee is for a period of 10 years, and the term of the privilege is reduced to 50 years.

—The last provincial budget law of Minas Geraes specifies that the government shall not grant railway privileges for a period exceeding fifty years, that the interest guarantee shall not extend beyond the maximum of thirty years, and that the kilometrical subvention shall not exceed one-third of the cost per kilometer. All future concessions will require the granters to subject themselves to all the responsibilities imposed by provincial laws.

—The ex-director of the Dom Pedro II line, Dr. Passos, has published the following statistics in Paris relative to Brazilian railways: "The railways in traffic and under construction in Brazil, at the commencement of 1881, were 6,805 kilometers in length. Subtracting from this number the 247 kilometers of the Madeira and Mamoré railway, whose construction is now suspended if not abandoned, there remains a total of 6,558 kilometers which recent concessions will probably elevate to 7,000 kilometers before the end of this year. Of the 6,805 kilometers mentioned there being:

To the government.....	2,030 kilometers
To the provinces.....	246½ "
To English companies.....	1,708½ "
To French companies.....	390 "
To Brazilian companies.....	2,430½ "

The gauge of Brazilian railways varies from 1.68 meters to 76 centimeters between the inside edges of the rails, the above mentioned total of 6,805 kilometers being divided among the several gauges as follows:

Gauge of 1.60 meters.....	1,395 kilometers
do 1 meter.....	4,748 "
Various gauges.....	662 "

Nearly all the lines now under construction have a gauge of one meter; the great Dom Pedro II trunk line alone, belonging to the state, being prolonged with its original width of 1.60 meters.

The repugnance of the Australian working men to the Chinaman in any form is shown by an incident in the recent elections in Victoria. Mr. Reid, who represented the Berry party in the Council, resigned his seat to oppose Sir Bryan O'Loughlin's re-election. All the indications appeared to show that Mr. Reid would succeed. But in a lucky moment a friend of Sir Bryan O'Loughlin started the cry that Mr. Reid was an employer of Chinese labor. Inquiry proved that he had one Chinaman only in his service; and this was fatal to his electoral prospects. Meanwhile in New South Wales the legislation against the Chinese grows apace. A rule that no ship should bring by sea more than one Chinaman for every 100 tons of cargo was thought insufficient. A poll-tax of £ 10 on each Chinaman landed was agreed to in addition; but this too did not satisfy the extreme section. As there was a party which would not consent to the absolute exclusion of the Chinese, government hit upon the ingenious device of subjecting ships bringing Chinamen to indefinite quarantine. Anxiety for the public health was only the pretext for the rule: its real recommendation was that it would act as a vague, but perhaps on that account an effectual, deterrent to shippers of Chinese labor.—*St. James Budget*, Sept. 23.

A NEW ORLEANS paper, in an article upon the sugar refineries in the state of Louisiana, gives some interesting statistics as to the total production of the world, and arrives at the conclusion that it is not less, taking one year with another, than 5,820,000 tons, apportioned as follows:—British India one and a half million tons; Cuba and Porto Rico, 700,000 tons; Demerara and the West Indies, 250,000; China, 250,000; the Dutch Indies, 220,000; the French colonies of Martinique, etc., 175,000; Brazil, 130,000; Louisiana (United States), 125,000; the Mauritius, 125,000; the Philippine Isles, 120,000; Egypt, 75,000; Peru, 55,000; the Spanish colonies other than Cuba, and the Philippines 50,000; Mexico 35,000; and other countries 140,000. The production of beetroot sugar is put at 1,670,000 tons (Germany 500,000, France 425,000, Austria 410,000, Russia 225,000, and Belgium and Holland 110,000), and of sugar made from other saccharine matter at 150,000 tons. The United States consumed a sixth of this quantity last year; but their consumption is equivalent to only 41.75 lb. per head of the population as compared to 62 lb. per head in Great Britain. In Germany the consumption is only 19 lb. per head, and in Russia no more than 7 lb. The journal which publishes these statistics adds that the business of sugar-refining is carried on in Louisiana upon a larger scale than ever, and that the production, which fell very low after the civil war, is greater now than it was before.

## THE DECAY OF FRENCH SHIPPING.

It cannot fail to be of interest in a shipowning community to draw attention to a few facts in connection with the decay of the French mercantile marine. The system of bounties inaugurated by the present French government may, and probably will, produce a revival, but in the opinion of many persons the falling off in the merchant shipping of that country has not been caused by permitting British shipping to be naturalized at a very low rate of taxation; on the contrary, it may be said that in a general way the French mercantile marine has been in a declining state throughout the present century. This has arisen owing to the conditions under which it existed being harassing to ship-owners and sailors alike, rendering it particularly unpopular amongst the latter class. These conditions are embodied in its thorough subservience to the national navy. Many proofs of this subservience might be noted, but one or two will suffice. In the first place, as regards inconvenience and expense to shipowners, it is worthy of mention that when a sailor's time has expired, and he must present himself to the naval authorities, no matter in what part of the globe he may be, his passage back to France has to be paid by the ship, and a substitute for him has to be found. Then, so far as the sailor is concerned, instead of being exempt from foreign service as he would be were he in the army, he is liable, up to the age of fifty, to be called upon at any time to serve indefinitely in the national navy in any part of the world. Added to this, it must be borne in mind that France possesses few colonies abroad, so that in case of that country being engaged in war, her merchant shipping has to hasten home, or seek shelter in some neutral port until hostilities are over. A contingency such as this naturally deters capital. Whilst not making too light of the probable effect of the new bounty system, there can be no doubt that the decay of the French mercantile marine is really due to the conditions under which it has so long existed, and which it is impossible that the bounties can permanently remove.—*Liverpool Journal of Commerce*, September 24.

—The *Gazeta de Notícias* complains of the delays in transmitting messages over the telegraph wires during the recent elections, and of the closing of all offices at 10 o'clock, p. m. If our contemporary will apply to the illustrious director of telegraphs he will learn that the unusual activity of the coffee mills all over the country so heated the wires that the messages were literally burned during transmission. And then, too, the overworked operators, worn out with unaccustomed labor, must have rest—so they retired early. No reasonable man should expect a public employee to turn a crank all night, even in election times.

—An open-air political meeting in the Praça da Constituição on the afternoon of the 30th ult., was broken up by a gang of roughs under the leadership of one José Elyáo dos Reis, a son of the Conde de Mattosinhos, aided and encouraged, as the *Gazeta da Tarde* alleges, by a large force of uniformed policemen. The chief of police himself, it is charged, was present and joined in the *riots* which were given by Reis and his gang at the beginning of the riot. The speaker, Lopes Távora, and his friends were compelled to leave the place and to take refuge in a restaurant where they were for some time besieged and a considerable damage was effected. On the following afternoon the same lawless characters made their appearance before the office of the *Gazeta da Tarde*, which had criticised the shameful proceeding of the day before as it deserved, with the purpose of wreaking vengeance upon that sheet. The *Gazeta* had been informed of the intended visitation, and had asked protection of the chief of police. The doors were then closed. The roughs made their appearance, led by the same Reis, at 5 p. m., and blocked the street in front. A long time after a secretary of the chief made his appearance, and promised assistance if the editor of the "*Gazeta*" would not pronounce any speeches from his windows. (At the editors had not spoken from their windows and had no intention of so doing, the promise was given, and then some time after the chief made his appearance with policemen and the crowd was quickly dispersed. And during this last performance the chief of police made his headquarters at a neighboring restaurant in company with the very man, Reis, whose lawless proceeding he had been called upon to suppress. With commendable frankness and courage the *Gazeta da Tarde* has denounced the whole affair, and in so doing merits the hearty praise and support of all law-abiding men. The legitimate outgrowth of such affairs as this will be that men will soon take the administration of justice into their own hands, and will attend to these desperadoes in a manner which will require no pretence of protection from the police.

THE reduction in the public debt of the United States during the month of September was \$17,483,641, making a total reduction for the first quarter of the present fiscal year of \$41,742,866. The cash in the treasury at the end of the month was \$250,686,547.

# THE RIO NEWS

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RIO DE JANEIRO, NOVEMBER 5TH, 1881.

The Uruguayan government has undertaken the supervision of the cable service. A government official is empowered to examine all dispatches received or to be sent, and to suppress whatever he may think best. This, of course, gives the government absolute supervision over private and business affairs—as well as political—and empowers ignorant and arbitrary officials to do any amount of mischief. And this wretched pretence of a government pretends to call itself republican, and to represent the advanced political tenets of the day! With such men as Dictator Santos at the head of affairs what justice can men expect from such a political jumble as is now presented to the world in Uruguay? The country is too good, and the material interests of the foreigners there are too great to permit this wretched face to go on. If Latorre is afraid to put it down, then it is to be hoped that the outside powers will interfere so decisively that all future adventurers of the Santos type will think twice before inflicting their lawless whims upon the country. Non-interference is all well enough, but it should never include indifference to the plainest rights of an outraged people.

The scandalous riots of the 30th and 31st, ult., in which a republican meeting was broken up and the offices of a journal with republican sympathies was attacked, should lead the minister of justice to take into consideration once more the necessity of instituting several very radical reforms in the administration of the law. It will be remembered that Counselor Dantas made some very gratifying promises in this respect at the time of his entrance into the ministry, and many were led to suppose that he would carry them out in good faith. Over a year and a half have passed, however, and these promises are still unfulfilled; not one real reform measure having even been submitted. We have before spoken of the hardships and injustice of the present system of criminal procedure which allows the imprisonment of a man for months—in a large percentage of cases for periods varying from six months to one year—before he is brought to trial. A system of police courts with powers to try cases at once, and then guarantees against imprisonment without speedy trial, constitute one of these needed reforms. Another reform—and one which will affect such shameful proceedings as took place on the two closing days of last month—is the total separation of the police administration from political control. The long use of the police force for partisan purposes has so corrupted it, that the true appreciation of its use has been almost wholly lost. The spectacle of a high police official persecuting political opponents, or joining in the riotous suppression of a republican orator, is one which

should lead the government to the conclusion that there is something wrong. The police force should be used simply to give security to life and property and to enforce good order and an observance of the law. With men's political opinions, it should have nothing whatever to do. If the minister of justice will curtail the arbitrary powers of the chief of police, forbid his interfering with the political opinions of the people, and then make the police a charge upon the various municipalities, he will probably soon find a decided improvement in the preservation of good order.

By an official act of the 21st ultimo the president of this province changes the new law of provincial lotteries by substituting a scheme similar to the one recently drawn in this city. The new scheme provides for lotteries of 5,000,000\$ each, for which 500,000 tickets will be issued at 10\$. Each lottery will have five consecutive drawings, for which the grand prizes will be respectively 100,000\$, 150,000\$, 150,000\$, 200,000\$ and 1,000,000\$. The total amount to be distributed in prizes will be 3,710,000\$, the remaining 1,290,000\$ going to the province and general government. A peculiar feature of the plan, as distinguished from the recent grand lottery, is the great percentage of the money devoted to large prizes. The five grand prizes will absorb a total of 1,600,000\$, or 43 per cent. of the total extraction. Besides these there will be two prizes of 100,000\$ each and one of 300,000\$, making a total of 2,100,000\$, or nearly 57 per cent., to be issued in prizes of and above 100,000\$ each. Then there are to be four prizes of 50,000\$, one of 40,000\$, fourteen of 20,000\$, and twenty-two of 10,000\$, making a total of 740,000\$ to be issued in prizes varying from 10,000\$ to 50,000\$ each. From this it will be seen that nearly 77 per cent. of the money is to be issued in prizes of and above 10,000\$. The amount to be issued in prizes under 1,000\$ each is only 452,000\$, or a trifle over 12 per cent. This scheme, besides the evils which all lotteries entail upon the public, will serve to gather in the small savings of the masses and, after absorbing some 26 per cent., will then return nearly 77 per cent. of the balance in forty-nine large prizes. In an economic sense nothing could be worse. Other things being equal, the greater the distributed wealth of a community the greater will be its prosperity. In this case, on the contrary, the tendency will be to decrease the distributed wealth, and to place the aggregate more in the hands of the few. And this anti-economic measure is signed and promulgated by no less a man than Martinho Campos, one of the leading legislators and administrators of the country! The persistent blindness of the governing element of Brazil to the moral and economic evils of the lottery is simply astounding! There are but few parallels to it in modern civilization.

## LOCAL NOTES.

- The quarantine requirements at Lisbon have been relaxed. They had become vexatious to the last degree.
- The estimated receipts of the municipal treasury for the ensuing year are fixed at 1,249,535\$749.
- The Princess Imperial and her husband, the Comte d'Eu, are expected to arrive here during the early part of this month.
- Among the slaves advertised in a recent bill of sale at Valença, in this province, is an old man 90 years of age. The official valuation of this poor old slave is 75\$.
- A telegram from Buenos Aires on the 22nd ult., announces the final ratification of the boundary treaty between the Argentine Republic and Chili.
- Decree 8,283, of the 22nd ult., grants a five years privilege to Alípio Aurelio da Silva Marques for a counting apparatus of his invention, for printing presses.

—The coffee exposition will open on the 10th instant in the rooms of the Typographia Nacional.

—The exposition of national products will open on the 15th instant in the department of agriculture and the adjoining new buildings.

—An imperial decree, No. 8,263, of the 24th September, approves alterations made in the statutes of the Botanical Garden Rail Road Co.

—The minister of empire has transmitted the reports of the late Col. W. M. Roberts, and Barão de Teffé, upon the improvement of the Lagoa de Freitas, to the engineering club of this city for an opinion.

—The total number of deaths in this city during the first half of October was 369, of which 2 were from yellow fever and 7 from small pox. This gives a daily average of 24.6 and an annual average of 28 per thousand.

—A new revenue cutter, named the *Affonso*, was successfully launched at the shipyard of Barão Ribeiro & Co. on the 23rd ult. The new cutter has a length of keel of 126 feet and a width of 24 feet. It is expected that she will have a maximum speed of 12 miles per hour.

—The minister of agriculture has provided for the free dispatch of one barrel and five bags of foreign coffee imported for the office exhibition. These exhibits are from various countries and will form one of the most valuable features of the exhibition.

—A Portuguese named Manuel Coelho Peixoto was accidentally shot on the 24th ult., on the Santa Theresa, while out hunting. He died shortly after the accident took place. The accident was caused by the careless use of a gun by a companion.

—A machine has recently been constructed in this city, with the aid of an annexed deposit of water, fulfills the running requirements of perpetual motion. To keep the water deposit in action, however, it is to be presumed that a boy-and-bucket attachment will be necessary.

—The *Cruzeiro* is informed that Professor Henrique Gorcix of the Minas School of Mines, now in France on a visit, is negotiating for the organization of a French iron company which shall establish several high furnaces in the province of Minas. The capital mentioned is 20,000,000\$.

—On the 27th November, 1879, James Pinto, a British subject, was arrested in this city for the fraudulent acquirement of 26 spolices belonging to a minor. The trial took place on the 24th ult., when Pinto was discharged by the jury, eleven votes being given in his favor. The judge appealed the case.

—The inaugural ceremonies of beginning work at the marine arsenal on the new gunboat *Itaipá* took place on the 27th ult. The ceremony of laying the first bolt was performed by the Emperor. The *Itaipá* will be the first ironclad constructed at this arsenal, and is destined for river service. Her length will be 36 meters, with 7.9 meters, displacement 260 tons.

—A sale of slaves is to take place at Valença on the 10th inst., under official auspices, in which the "services" of the following *ingenue* are to be sold under the accompanying valuations: Nathalia, 8 years, valued at 60\$; Onofre, 7 yrs, 60\$; Páolino, 4 yrs, 30\$; Olympia, 18 months, 22\$500; Luiza, 4 yrs, 15\$; João, 2 yrs, 15\$; Avelino, a month, 15\$; Ignacia, 7 yrs, 60\$; Antonia, 3 yrs, 30\$; Mariano, 1 year, 15\$; Avelina, 4 yrs, 45\$. And this is under the law of September 28, 1871—the law of free birth!

—Among the arrivals in the Pacific Mail steamer *Acemogus* on the 27th ult., was Col. W. P. Tisdell, general superintendent of the American steamship line. Col. Tisdell left for Buenos Aires on the evening of the same day, to complete arrangements for the extension of the American line to that city. He informs us that the work of building new steamers for the Brazilian service is being carried forward as rapidly as possible, and that all questions in dispute between the com. and the Brazilian government have been happily settled.

—One of the pleasant things connected with the recent canvass in this city was the publication of a notice in the daily press for several days by Sr. Leocadio de Carvalho, in which he tells the electors of the 1st district that, "I intended also to visit each one of the electors before the 31st October, but unfortunately the lack of time and other motives will not permit me to fulfill this duty." This is almost equal to the baby-kissing scene at Etanswill, so graphically described in Pickwick—and we have no doubt but that it will be as fully appreciated.

—It is said that some French capitalists are about to present a project to the government for the raising of Morro do Castello and Morro de Santo Antonio, and the filling of the bay between the city and the Morro da Viuva, Potafogo. In this last undertaking it is proposed to make four boulevards, and construct four-story edifices along them. It hardly seems possible that any sane capitalist would undertake such an enterprise, but if there are any such it is to be hoped that the government will consign their scheme to a pigeon-hole in the archives.

—We are informed that the new American minister, Hon Thomas A. Osborn, will arrive here early in December.

—A gang of disorderly characters attacked the offices of the *Correio* on the evening of the 30th ult., broke open the doors, piled up a large quantity of paper and material in the street, and set fire to it. An attack was made on the *Correio* building the same evening. The damage to the *Correio* building is estimated at 2,000\$, which the Fidelity insurance company refuses to pay because it was caused by a "revolution."

—Several wooden structures are being erected in the Praça Dom Pedro II, fronting the edifice of the department of agriculture, which are to be used for the machinery exhibit in the approaching national exposition. In their unfinished state the buildings are superlatively ugly, and reflect no credit on the taste of the commission. Had these structures been in a less conspicuous place, their defects would not have been so glaring, but as they are now situated they are conspicuous for nothing that makes an exhibition building convenient and attractive.

—The first result of the elections is the resignation of Sr. Pedro Luiz and Barão Homem de Mello, ministers of foreign affairs and empire, who suffered defeat in their candidacies for the next Chamber. Provisionally Premier Saraiva will take the portfolio of agriculture, Sr. Dantas that of empire, and Sr. Dória that of foreign affairs.

—The surveys of the Rio das Velhas were completed on the 15th ult., the commission arriving at Guarani, at the mouth of the river, on that date. Owing to official delays and complications the voyage down the river took 59 days, 21 of which were passed beside a sand bank awaiting official action. The members of the commission, who have accomplished a very satisfactory survey in spite of all difficulties, may be expected within a few days.

—Under the title of *Breves considerações sobre o nosso café*, Sr. Horacio Alexandrino da Costa Santos has recently published a small work upon Brazilian coffee. The purpose of the writer is chiefly directed to the extension of the consuming markets through means of coffee exhibitions, and does not deal with the domestic question of improved production. The pamphlet also contains some important tables of production and export. Our thanks are due to the author for a copy of his interesting work.

## COMMERCIAL

November 4th, 1881.

Par. value of the Brazilian mil reis (1\$000), gold 37 d.  
do do coin at \$4.84 per \$1. 34 55 cents.  
do \$1.00 (U. S. coin) in Brazilian gold. 183\$7  
of \$1.00 in Brazilian gold. 183\$4

Bank rate of exchange on London to-day. 22 1/2  
Present value of the Brazilian mil reis (paper) 84 1/2 m. gold.  
do do do in U. S. 44.50 cts.  
do coin at \$4.80 per \$1. 34 55 cents.  
Value of \$1.00 (\$4.80 per \$1) in Brazilian currency (paper) 22 1/2  
Value of £1 sterling " 10 7/8

## EXCHANGE.

October 24.—The Banco Commercial maintained its previous rates; the other banks did not affix rates but also drew at 22 1/2 on London. Private paper was negotiated at 22 1/2 on London, 420—425 on Paris, and at 235 on Hamburg. Sovereigns sold at 11\$000 cash.

Oct. 25.—The Banco Commercial and Banco do Commercio affixed the rate of 22 1/2, the English Bank 22 1/4, whereas the New London & Brazilian had no official rates but also drew at 22 1/2 at which rate, and at 426 on Paris, the Bank of Brazil also gave in the afternoon. In private paper small transactions took place at 22 1/2 on London and at 420 on France. Sovereigns 11\$000 sellers, 11\$000 buyers.

Oct. 26.—The market opened in the same condition in which it closed yesterday but became very firm in the course of the day. The rate of 22 1/2 on London was adopted by all the banks, the other rates being:

426—428 on Paris  
328—331 on Hamburg  
2820—2830 on New York  
241—243 on Portugal.

Small transactions in private paper on London at 22 1/2 on 22 1/2. Sovereigns 11\$000 sellers, 10\$950 buyers.

Oct. 27.—The market was again firm and the banks affixed the following rates:

London ..... 22 1/2 90 1/2  
Paris ..... 426 11  
Hamburg ..... 328 11  
New York ..... 2820 11  
Portugal ..... 241—242 11

A fair amount of business was done in private paper at 22 1/2 on London and at 420—425 on Paris. Sovereigns sold at 10\$950 and 10\$950 cash.

Oct. 28.—The rates of the banks were unchanged and the market was very firm, a considerable business being transacted in private paper at 22 1/2 on London and at 420 on 420 on France. Sovereigns sold at 10\$950 and 10\$950 cash.

Oct. 29.—The banks raised their rates to-day to

22 1/2 London  
424 Paris  
328 Hamburg  
2820 New York  
240 1/2 Portugal

The market was firm but only a limited amount of business was done. Private paper was negotiated at 22 1/2 on London and 419 on Paris. Sovereigns were offered at 11\$000 with buyers at 10\$950.

Oct. 31.—The Banco Commercial affixed the rates of 22 1/2 on London, 424 on Paris and 420 1/2 on Portugal, whereas the other banks remained without rates. The Bank of Brazil continued to draw at 22 1/2 on London and at the corresponding rates on other places. In private paper a limited business was done at 22 1/2 on 22 1/2 on London and at 420 on France. Sovereigns 10\$950 buyers.



615 " *Europa* from Rosario  
245 " *Metta knirina* from do

bags.



## GOVERNMENT BONDS

EMISSION	QUANTITY	DENOMINATION	INTEREST	NOMINAL VALUE	QUOTATION
339,069,100,000	335,397,100,000	General Apolices, currency	6 1/2	1,000,000	1,080,000
2,151,600,000	1,999,400,000	"	"	1,000,000	1,060,000
119,600,000	119,600,000	"	"	1,000,000	"
1,489,500,000	5,267,000,000	Provincial apolices of Rio de Janeiro	4 1/2	1,000,000	90 1/2
2,729,600,000	2,729,600,000	"	6 1/2	1,000,000	103 1/2
21,000,000,000	10,500,000,000	National Loan of 1868, gold	"	1,000,000	1,135,000
8,400,000,000	2,200,000,000	"	"	1,000,000	"
44,800,000,000	50,233,000,000	National Loan of 1879, gold	4 1/2	1,000,000	112 1/2
7,065,000,000	"	"	"	1,000,000	"

## BANKS AND PUBLIC COMPANIES

CAPITAL	SHARES	ISSUED	PAID UP	NAME	RESERVE FUND	LAST QUOTATION	AM'T	PAID
33,000,000	65,000	All	200	All Banco do Brasil	8,754,213,383	227 1/2	100,000	July 1881
8,000,000	16,000	All	200	All Banco de Hypothecacao	1,118,043,088	260	500	July 1881
12,000,000	24,000	All	200	All Commercial do Rio de Janeiro	1,109,795,128	250	500	July 1881
1,000,000	2,000	All	200	All English (limited)	150,000	135	100	July 1881
6,000,000	12,000	All	200	All Industrial e Mercantil	575,000,000	237	900,000	July 1881
4,000,000	8,000	All	200	All Mercantil de Santos	29,414,759	235	100	July 1881
4,000,000	8,000	All	200	All Banco Predial	1,235,316	144	500	July 1881
1,000,000	2,000	All	200	All New London and Brazilian	140,000	11	50	July 1881
12,000,000	24,000	All	200	All Banco do Commercio	417,253,013	214	600	July 1881
1,000,000	2,000	All	200	All Petropolis	8,730,471	175	800	July 1881
7,500,000	15,000	All	200	All do de debentures	102,795	128	200	July 1881
15,000,000	30,000	All	200	All do de debentures	128,601	200	200	June 1880
4,000,000	8,000	All	200	All do de debentures	90,000	90	100	July 1881
2,400,000	4,800	All	200	All do de debentures	85,000	85	100	July 1881
2,000,000	4,000	All	200	All do de debentures	81,320	279	230	July 1881
600,000	1,200	All	200	All do de debentures	205	205	8 1/2	July 1881
10,600,000	21,200	All	200	All do de debentures	160,000	160	100	July 1881
800,000	1,600	All	200	All do de debentures	15,000	15	100	July 1881
4,000,000	8,000	All	200	All do de debentures	34,600	34	100	July 1881
4,000,000	8,000	All	200	All do de debentures	183,493	370	130	July 1881
2,000,000	4,000	All	200	All do de debentures	18,705	187	500	July 1881
1,200,000	2,400	All	200	All do de debentures	16,435	164	800	July 1881
2,000,000	4,000	All	200	All do de debentures	10,000	10	100	July 1881
2,000,000	4,000	All	200	All do de debentures	20,000	200	500	July 1881
2,000,000	4,000	All	200	All do de debentures	106,415	215	200	July 1881
2,000,000	4,000	All	200	All do de debentures	5,000	50	100	July 1881
2,000,000	4,000	All	200	All do de debentures	17,081	66	100	July 1881
1,800,000	3,600	All	200	All do de debentures	180,000	180	100	June 1880
1,800,000	3,600	All	200	All do de debentures	180,000	180	100	June 1880
4,000,000	8,000	All	200	All do de debentures	50,421	251	100	July 1881
600,000	1,200	All	200	All do de debentures	300,000	300	800	July 1881
200,000	400	All	200	All do de debentures	100	100	100	July 1881
400,000	800	All	200	All do de debentures	100	100	100	July 1881
500,000	1,000	All	200	All do de debentures	80,172	115	100	July 1881
750,000	1,500	All	200	All do de debentures	50,000	145	90	July 1881
130,000	260	All	200	All do de debentures	103,018,720	320	100	July 1881
600,000	1,200	All	200	All do de debentures	12,500,000	180	700	July 1881
8,000,000	16,000	All	200	All do de debentures	214,000,000	205	200	July 1881
3,000,000	6,000	All	200	All do de debentures	305,794	781	550	July 1881
2,500,000	5,000	All	200	All do de debentures	17,759	180	145	July 1881
2,500,000	5,000	All	200	All do de debentures	180,131	151	140	July 1881
300,000	600	All	200	All do de debentures	21,418	721	600	July 1881
400,000	800	All	200	All do de debentures	160,000	160	300	July 1881
400,000	800	All	200	All do de debentures	200,000	200	100	July 1881
5,000,000	10,000	All	200	All do de debentures	134,200	134	100	July 1881
1,000,000	2,000	All	200	All do de debentures	184,480	741	200	July 1881
300,000	600	All	200	All do de debentures	100,000	100	200	July 1881
300,000	600	All	200	All do de debentures	70,000	70	400	July 1881
300,000	600	All	200	All do de debentures	300	300	100	July 1881
4,750,000	9,500	All	200	All do de debentures	900,000	900	300	June 1880
750,000	1,500	All	200	All do de debentures	200	200	100	July 1881
600,000	1,200	All	200	All do de debentures	110,000	110	600	July 1881
10,000,000	20,000	All	200	All do de debentures	135,000	135	400	July 1881
1,000,000	2,000	All	200	All do de debentures	210,000	210	100	July 1881
400,000	800	All	200	All do de debentures	100	100	100	July 1881
500,000	1,000	All	200	All do de debentures	2,000	2,000	100	July 1881
1,200,000	2,400	All	200	All do de debentures	50,793	327	100	July 1881
1,200,000	2,400	All	200	All do de debentures	20,000	200	800	July 1881
400,000	800	All	200	All do de debentures	1,000	1,000	100	July 1881
3,000,000	6,000	All	200	All do de debentures	1,000	1,000	100	July 1881
800,000	1,600	All	200	All do de debentures	40	40	100	July 1881
1,800,000	3,600	All	200	All do de debentures	47,000	47	100	July 1881
300,000	600	All	200	All do de debentures	100	100	100	July 1881
4,000,000	8,000	All	200	All do de debentures	37,865	378	600	July 1881
400,000	800	All	200	All do de debentures	208,497	496	100	July 1881
10,000,000	20,000	All	200	All do de debentures	134,870	134	100	July 1881
600,000	1,200	All	200	All do de debentures	200	200	100	July 1881
700,000	1,400	All	200	All do de debentures	260,000	260	100	July 1881
9,000,000	18,000	All	200	All do de debentures	260,000	260	100	July 1881

## EXPORTS FROM THE PORT OF BAHIA DURING THE YEARS ENDING SEPTEMBER 30TH, FROM 1854 TO 1881.

YEAR	SUGAR	COTTON	COFFEE	COCOA	TOBACCO	HIDES	RUM	WOOD	TAP	FEAR	SATA
1854	358,900	8,900	14,000	3,340	2,700	68,400	107,200	9755	27,000	83	
1855	448,410	10,260	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1856	391,150	10,100	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1857	391,150	10,100	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1858	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1859	399,350	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1860	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1861	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1862	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1863	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1864	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1865	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1866	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1867	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1868	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1869	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1870	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1871	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1872	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1873	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1874	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1875	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1876	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1877	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1878	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1879	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1880	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	
1881	416,080	10,200	15,000	4,500	3,700	75,000	137,000	10,710	30,000	204	

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 1881

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Oct. 24	Neva.....	Southampton, Antwerp and Hamburg via Bahia, Pernambuco, and Lisbon.
Nov. 3	Minho.....	Southampton and Havre via Bahia, Maceio, Pernambuco and Lisbon.
" 9	Elbe.....	Southampton and Antwerp via Bahia, Pernambuco, etc.

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The policy of *The News* will continue to be that of strict independence and impartiality. It will seek to obtain the earliest and most reliable information on all commercial topics, and to incorporate all statistical information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in their several branches of business. No pains will be spared in making these reports thoroughly accurate and reliable. The absence of regular newspaper summaries of the trade of other Brazilian ports has thus far prevented *The News* from keeping its readers fully informed on that subject. It is hoped that the difficulties in the way of accomplishing this purpose will soon be overcome, after which regular reports from all the leading ports of the empire will be given.

In its general news columns and in its discussions of political and current topics *The News* will seek to keep its readers thoroughly informed and, to that end, to present every subject in a true light. Its purpose is simply to keep its readers—men whose capital is invested or whose business is located in Brazil—cognizant of every important event, of the general drift of political and social affairs, of the state of the markets, and of every occurrence which might affect the profits of business or the security and permanency of investments.

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